COLORADO
Department of Transportation
Division of Transportation Development

DATE: February 17, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: Candidate Senate Bill (SB) 228 Projects

Purpose

To review updated candidate SB 228 projects and discuss priorities for additional SB 228 funding.

Action

Informational. Transportation Commission (TC) input.

Background

Current forecasts from the Office of State Planning and Budgeting (OSPB) and Legislative Council call for SB 228 transfers of roughly $306 million in FY 16 and 17. Roughly $200 million is anticipated in FY 16. When the initial draft FY 17 budget was developed this fall, forecasts called for no SB 228 funding in FY 17. More recent forecasts are now calling for approximately $106 million in SB 228 revenue in FY 17. There are also a number of legislative proposals this session which, if successful, may increase the likelihood of SB 228 funding in subsequent years.

Candidate SB 228 projects were initially identified in November, 2014 and have since been included in the Development Program. The evaluation of SB 228 projects focused on two key areas - mobility and economic vitality. In order for an eligible project to compete well, the project needed to demonstrate strong mobility benefits (i.e. reduced congestion, increased reliability, improved connections, etc.) and the ability to significantly affect the economic vitality of the state or region (i.e. facility serves freight, agricultural, energy, or recreation needs, serves key jobs center, provides access to significant inter-/multi-modal facilities, etc.). Additional evaluation criteria included criteria relating to safety and asset life. The emphasis on mobility and economic vitality reflects both the SB 228 focus on strategic projects, as well as the availability of other funding dedicated to asset management and safety. The Central 70 (I-70 East) project was identified by the TC as the priority for the initial SB 228 transfers (assumed $200 million, with 10 percent for transit), but the TC did not identify specific projects from the candidate list for additional SB 228 transfers. The STAC also discussed and supported the identification of the Central 70 project as the initial priority for SB 228 given its statewide significance.

In January, the Transportation Commission reaffirmed the previously identified SB 228 criteria and the focus on mobility and economic vitality. The Statewide Transportation Advisory Committee (STAC) met the week after the January Transportation Commission meeting and concurred that mobility and economic vitality remain the appropriate focus for this funding source.

January TC and STAC meetings also included discussion of further prioritization of the nearly $8 billion in major highway projects included in the Development Program in order to identify a smaller subset of projects (i.e. "10 Year Development Program") with a target of closer to $2 - $2.5 billion. This is a related and parallel effort, with further discussion anticipated at subsequent TC meetings. While priorities for SB 228 are focused on mobility and economic vitality, the "10 Year Development Program" will include major projects of all types, including those that are focused on safety or asset life.

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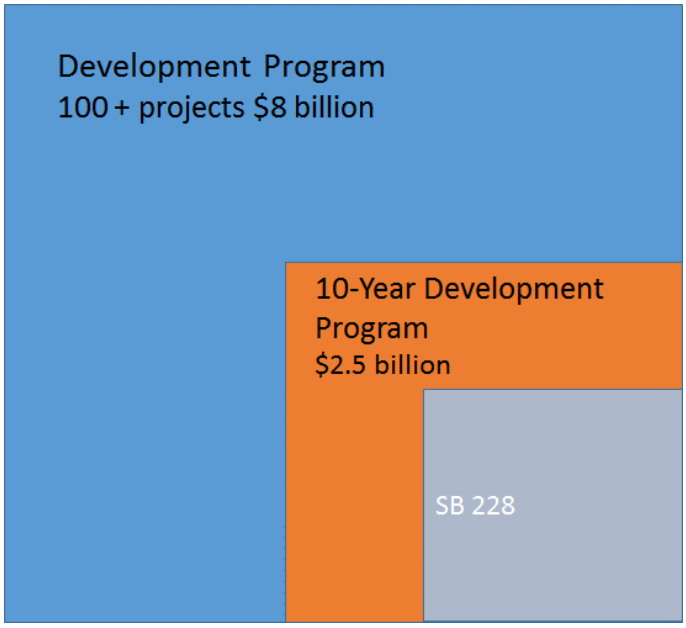

Details

Highway Projects

Attachment A includes the original candidate SB 228 highway projects, with updates reflecting the most current information on scope, cost, etc. Updates are summarized in column M. Two projects are recommended for removal and are identified at the top of Attachment A. Staff reviewed other projects included in the Development Program and the RTDs recommended several projects from the Development Program for further evaluation and consideration of inclusion on the list of candidate SB 228 projects. Fourteen projects have been identified for further consideration and are included in Attachment A under the heading "Potential NEW Candidate SB 228 Highway Projects." The original projects met eligibility criteria relating to project readiness, strategic nature, and funding, in addition to the evaluation criteria identified above. If the TC chooses to consider these additional projects further, staff will review them based on the eligibility and evaluation criteria. With the removal of the projects identified above, candidate SB 228 highway funding needs total roughly $2.1 billion. The additional projects identified total roughly $537 million in need.

As noted previously, current projections for FY 17 SB 228 revenues total approximately $106 million, with the possibility of additional funds in subsequent years (depending on forecasts, and the outcome of proposed legislation). Staff requests Transportation Commission input to assist in further screening or prioritizing projects. Questions to consider include:

- Should a project or projects be identified only for FY 17 funding ($106 million), or for a higher amount assuming the possibility of additional SB 228 funding in subsequent years?
- Should there be a project readiness requirement? (The original eligibility criteria required a project be ready for construction within five years of selection).
- Should projects with other options for funding be considered a lower priority?
- How should geographic equity be considered?
- Should there be a focus on funding a very large project or in funding multiple smaller projects?

Transit Projects

Transit projects were also included in the original list of candidate SB 228 projects from November 2014 and are included in Attachment A under the heading "Original Candidate SB 228 Transit Projects." One project has been removed and is identified at the top of the transit projects in Attachment A. One additional project has been identified for further consideration and is included in Attachment A under the heading "Potential NEW Candidate

SB 228 Transit Projects." With the addition of this project, candidate SB 228 transit funding needs total roughly $465 million.

Over the last several months the Division of Transit & Rail (DTR) has been working with the Transit & Intermodal (T&I) Committee to update, refine, and scale priorities for transit more in line with available SB 228 funding. Through the evolution of the SB 228 Transit process with the TC and the T&I Committee, DTR has developed a Conceptual Plan for a Rural Regional bus network to be operated with existing, sustainable federal and FASTER funds. The capital requirements (buses and park & rides) for the Rural Regional system, and park & ride deficiencies for the existing Bustang service will utilize the SB 228 Transit funds. Detailed cost estimates are being developed over the winter and spring as the Conceptual Plan comes closer to finalization with stakeholder input. Once finalized, it will be proposed and recommended to the TC that projects be implemented in the order of priority until the available funds are exhausted.

Next Steps

- February – STAC Workshop on priorities for SB 228 funding
- March – TC Workshop on priorities for SB 228 funding

Attachments

- Attachment A – Updated Candidate SB 228 Projects
- Attachment B – Map of Updated Candidate SB 228 Projects

Updated Candidate Senate Bill (SB 228) Projects
February 2016

	A	B	C	D	E	F	G	H	I	J	K	L	M
	SB 228 Project ID	Development Program Project ID	Region	TPR	County	Project	Project Description	Project Limits	Project Type	Total Project Cost ($ M)	Funding Request ($ M)	Reason for Selection	Updates
1	**Original Candidate SB 228 Highway Projects to be Removed**												
2	16	N/A	2	Pikes Peak	El Paso	US 24 / 8th Street Interchange	Construction of Single Point Urban Interchange at 8th Street	14th St. (MP 303) to I-25 (MP 304)	Interchange Improvements	$ 72.0	$ 72.0	Regionally significant corridor. Significant corridor for commuter traffic and recreational traffic as gateway to mountains from Colorado Springs.	Recommended for removal- Improvements being completed as part of the Cimarron Interchange project will significantly delay the need for this project.
3	4	12	1	Greater Denver	Douglas	C-470: Platte Canyon to Kipling	Second phase of C-470 Corridor project. Currently funded first phase adds one tolled Express Lane westbound from I-25 to Wadsworth, and a second tolled Express Lane from I-25 to Colorado. Eastbound, the project adds one tolled Express Lane from Platte Canyon to I-25. The funded first phase also includes auxiliary lanes between select interchanges. The second phase includes the extension of one westbound tolled Express Lane from Platte Canyon to Kipling, and a second westbound tolled Express Lane to Lucent. Eastbound, one tolled Express Lane would be extended to Kipling, and a second tolled Express Lane would be added from Broadway to I-25.	Platte Canyon to Kipling	Widening/ New Capacity	$ 334.0	$ 334.0	Regionally significant corridor. Continues important managed lanes project with high mobility and economic benefit.	Updated project description, project cost, and funding request. Recommended for removal- study on this segment is just beginning and construction has yet to begin on the first phase.
4	**Original Candidate SB 228 Highway Projects with Updates**												
5	1	9	1	Greater Denver	Denver	I-70 East: I-25 to I-225	Reconstruction of I-70, including the I-70 viaduct. First phase project would include the addition of one tolled Express Lane in each direction from Brighton Boulevard to I-225. Preferred ultimate alternative is expansion and reconstruction of I-70 from Brighton Boulevard to Tower Road with two tolled Express Lanes in each direction. The total project cost includes only the first phase project.	I-25 to I-225	Widening/ New Capacity	$ 1,117.0	$ 180.0	Critical project of statewide significance. Major corridor of state and national significance, and major truck route. High mobility and economic benefits.	Updated name and project description to extend to I-225 and specify type of managed lanes. Reduced funding request to $180 M.
6	2	7	1	Greater Denver	Clear Creek	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construct of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels-either Peak Period Shoulder Lanes (PPSL) or permanent.	East Idaho Springs (MP 241) to Beaver Brook (MP 246.5)	Widening/ New Capacity	$ 250.0	$ 200.0	Major corridor of state and national significance, and major truck route. Project will address severe weekend mobility issues related to recreational traffic. High mobility and economic benefits.	
7	3	4, 5	1	Greater Denver	Adams	I-25 North: TEL Expansion	Expand Tolled Express Lanes from current planned end at E-470 to SH 7. Project would need to be combined with local funds to rebuild I-25 / SH 7 Interchange.	E-470 to SH 7	Widening/ New Capacity	$ 70.0	$ 30.0	Completes TELs to originally planned target. Leverages local funds to build new interchange allowing for better functioning TELs, General Purpose lanes and potential transit expansion.	Split into two separate projects with updated name, description, termini, total project cost, and funding request.
8	3	4, 5	1	Greater Denver	Adams	I-25 North: US 36 to 120th	Improvements on I-25 between US36 and 120th Potential improvemens include: I-25/ Thornton Parkway Ramp, Aux lanes, additional lane between 84th Ave and Thornton Parkway and reconstruction of 88th Ave Bridge.	US 36 to 120th	Operational Improvements	$ 95.0	$ 50.0	Major corridor of state and national significance, and major truck route. High mobility and economic benefits.	Split into two separate projects with updated name, description, termini, total project cost, and funding request.
9	5	1	1	Greater Denver	Douglas	I-25: Monument to Castle Rock	Expand capacity with Managed Lanes from Monument to Castle Rock as outlined in the PEL currently underway. Could be expanded north based on PEL outcomes.	Monument to Castle Rock	Widening/ New Capacity	$ 270.0	$ 100.0	Major corridor of state and national significance, and major truck route. Includes PEL and early action items on segment in between completed I-25 work in Denver area and Colorado Springs area.	Total project cost and funding request increased from $27 M. Updated project description.
10	12	6	1	Greater Denver	Clear Creek	I-70 West: Westbound Peak Period Shoulder Lane (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Empire Junction to Twin Tunnels.	Empire Junction (MP 231) to Twin Tunnels	Operational Improvements	$ 170.0	$ 100.0	Major corridor of state and national significance, and major truck route. Project will address severe weekend mobility issues related to recreational traffic. High mobility and economic benefits.	Funding request reduced from $170 M. Updated project termini.
11	13	2	1	Greater Denver	Denver	I-25: Santa Fe to Alameda	Completion of the Alameda Interchange on I-25 including reconstruction of Lipan, reconstruction of the Alameda Bridge over the South Platte and finalization of ramp configurations.	Santa Fe to Alameda	Interchange Improvements	$ 30.0	$ 3.0	Major corridor of state and national significance. High mobility and economic benefits.	Revised funding request rom $30 M to $3 M to reflect agreement with City and County of Denver. As part of the IGA between CDOT and the City of Denver for the I-70 East project, Denver has agreed to make this project its top priority for TIP funding in the next DRCOG TIP cycle.
12	14	13	1	Greater Denver	Jefferson	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.	US 6 and Wadsworth	Interchange Improvements	$ 60.0	$ 60.0	Regionally significant corridor. Serves major commercial center.	

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13	15	15	1	Greater Denver	Adams	US 85: I-270 to 62nd Ave. Interchange	Reconstruction of the interchange at I-270 and intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a PEL study recommendation.	I-270 to 62nd Ave.	Interchange Improvements	$ 35.0	$ 35.0	Primary alternate to I-70. Critical during I-70 East construction. Significant truck route.	Updated project description and increased total project cost from $25 M.
14	6	23	2	Pueblo	Pueblo	US 50 West of Pueblo WB	Widening of divided highway westbound from two lanes to three lanes.	Pueblo Boulevard (SH 45) to McCulloch Boulevard	Widening/ New Capacity	$ 50.0	$ 50.0	High mobility and economic benefits., as well as safety benefits. Provides access to major employers in area.	
15	7	18	2	Pueblo	Pueblo	I-25: 29th street section	Part of the Phase 1 of the New Pueblo Freeway. Widening of the interstate from two to three lanes in each direction and relocation of interchange ramps and construction of frontage roads.	US 50 (MP 99) to SH 47 interchange (MP 101)	Widening/ New Capacity	$ 52.0	$ 52.0	Major corridor of state and national significance, and major truck route. High mobility and economic benefits. Also provides safety benefits by addressing a narrow bridge and problematic curves.	Total project cost increased from $50 M.
16	8	25	2	Southeast	Prowers	US 287: Lamar Reliever Route	Construction of new two lane reliever route. A smaller Phase 1 project can be completed for $30 M.	US 287 (MP 73 to MP 79) and US 50 (MP 433 to 435)	Widening/ New Capacity	$ 160.0	$ 160.0	Truck bypass on important Ports to Plains Freight Corridor.	Total project cost increased from $75 M.
17	17	28	2	Pikes Peak	El Paso	SH 21: Research Parkway Interchange	Construction of new grade-separated interchange at SH 21 and Research Parkway.	North of Woodman Rd. (MP 149) to South of Briargate Parkway (MP 151)	Interchange Improvements	$ 30.0	$ 30.0	Only at grade intersection on this section of the SH21 corridor from Woodmen to Old Ranch Road. This will be the only at grade intersection in this section when the Old Ranch road interchange is completed as part of RAMP. High mobility bernefits- identified as on of the top bottlenecks in the area.	Total project cost increased from $25 M.
18	24	N/A	2	Central Front Range	Park	US 285 Fairplay to Richmond Hill	Addition of passing lanes and shoulder widening.	Fairplay (MP 183) to Richmond Hill (MP 234)	Other Mobility Improvements	$ 15.0	$ 15.0	Strong mobility need for passing lanes. Corridor serves as alternate route to I-70 in event of closures.	
19	25	N/A	2	South Central	Huerfano	US 160 Mobility Improvements	Addition of passing lanes and shoulder widening at selected locations.	La Veta Pass (MP 278.63) to I-25 (MP 303.5)	Other Mobility Improvements	$ 15.0	$ 15.0	Improves mobility and safety on corridor providing connnections to several major tourists destinations.	
20	9	30	3	Grand Valley	Mesa	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.	I-70B (MP 4) to 15th St. (MP 6)	Widening/ New Capacity	$ 20.0	$ 16.0	Regionally significant corridor. Project will improve access, mobility, and safety. Provides access to major commercial area, and improves connection between I-70 and Colorado Mesa University.	Total project cost reduced from $37.5 M and scope updated.
21	10	41	3	Northwest	Grand	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility.	Fraser (MP 226.5) to Winter Park (MP 229)	Widening/ New Capacity	$ 11.0	$ 11.0	Regionally significant tourism corridor. Will improve mobility in busy area with new development.	
22	18	34	3	Intermountain	Eagle	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Interchange for safety and operations.	Dowd Canyon (MP 170 to MP 174)	Interchange Improvements	$ 22.0	$ 22.0	Major corridor of state and national significance, and major truck route. High mobility and economic benefits. West of Vail- serves significant tourism traffic as well as commuter traffic. Location has one of highest accident rates along I-70 corridor. Will improve substandard on-ramp at a sharp curve.	Total project cost increased from $14 M. $12-13 M for Phase I EB improvements, plus $5-6 M for Phase II WB improvements, plus $1.5 M for geohazard work.
23	19	38	3	Intermountain	Summit	I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne) Interchange including installation of a Diverging Diamond Interchange, extensive paving, curb, drainage. All 4 ramps affected, including new capacity on westbound on ramps.	MP 205 to MP 206	Interchange Improvements	$ 20.0	$ 19.0	Major corridor of state and national significance, and major truck route. High mobility and economic benefits. Provides access to major ski areas. Will reduce peak period travel times.	$11 M request originally reported in error. Updated to $20 M.
24	20	36	3	Intermountain	Summit	I-70 West: Exit 203 Interchange Improvements	Conversion of single lane roundabout at the Exit 203 ramp termini to a double lane, consider addition of through lane over existing structure and bridge expansion. This will correct traffic back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp.	MP 202 to MP 203	Interchange Improvements	$ 6.2	$ 6.2	Major corridor of state and national significance, and major truck route. High mobility and economic benefits.	Total project cost increased from $4.5 M. If striping only is feasible and bridge widening not required, project would only be $1.08 M.
25	21	33	3	Intermountain	Eagle	I-70 Edwards Spur Road	Improvements to sourthern half of the Edwards Spur Rpad starting north of the roadway bridge and ending with connection to US 6 to the south. Improvements anticipated to include road and bridge widening, intersection improvements, and pedestrian mobility improvements.	I-70 G Spur Rd. (MP 0) to US 6 (MP 0.527)	Interchange Improvements	$ 35.0	$ 25.0	Provides connectivity to I-70. Bustang Stop. One of worst interchanges in Eagle/Summit County.	Project increased from $15 M due to need for additional lane in each direction and $5 M in multimodal improvements.

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26	26	35	3	Intermountain	Eagle	I-70 West: Vail Pass Auxiliary Lanes and Wildlife Overpass	Completion of NEPA and preliminary engineering for recommended third lane (both directions) to increase safety and mobility. Installation of permanent water quality features, relocation of bike path, and completion of 3 miles of roadway widening.	MP 180 to MP 195	Other Mobility Improvements	$ 75.0	$ 72.5	Major corridor of state and national significance, and major truck route. High mobility and economic benefits. Serves significant tourism traffic.	Total project cost increased from $50 M.
27	27	37	3	Intermountain	Summit	I-70 West: Frisco to Silverthorne Auxiliary Lane	Construction of eastbound auxiliary lane from MP 203 to 205. Identified in the Silverthorne Interchange PEL as a safety improvement for eastbound I-70. Minimal widening required.	MP 203 to MP 205	Other Mobility Improvements	$ 11.2	$ 10.0	Major corridor of state and national significance, and major truck route. High mobility and economic benefits.	Total project cost increased from $8 M.
28	28	45	3	Intermountain	Garfield	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	Rifle (MP 4) to Rio Blanco County Line (MP 16)	Other Mobility Improvements	$ 60.0	$ 52.0	Adding shoulders will improve truck movement. Strong economic benefits given importance of corridor for freight and energy development.	Funding need reduced from $60 M.
29	11	52	4	Greater Denver / North Front Range	Adams/ Broomfield/ Weld/ Larimer	I-25 North: SH 7 to SH 14	Addition of one tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements from SH 7 to SH 14.	SH 7 (MP 229) to SH 14 (MP 270)	Widening/ New Capacity	$ 1,500.0	$ 350.0	Major corridor of state and national significance, and major truck route. High mobility and economic benefits.	Funding request increased from $200 M. Total project cost increased from $1,000 M.
30	22	58	4	North Front Range	Weld	US 34 / US85 Interchange Reconfiguration	Improvements to the safety and capacity of interchange by making the geometric configuration of the interchange more intuitive to drivers, adding grade separations, and improving access points. Due to its complexity this interchange has come to be known by locals as Spaghetti Junction.	US 85 (MP 112 to MP 114)	Interchange Improvements	$ 100.0	$ 99.0	Regionally significant corridor supporting freight, energy, oil, agriculture, and commuter traffic. Will update and reconfigure failing structures and improve mobility and operations.	Total project cost increased from $75 M.
31	29	72	4	Eastern	Morgan/ Washington/ Lincoln	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration.	I-70 to Nebraska State Line.	Other Mobility Improvements	$ 100.0	$ 100.0	Congressionally designated high priority corridor (Heartland Expressway). Will add shoulders and improve roadway to Super 2. Improvements will attract truck traffic away from I-25 and other corridors.	Updated project description and limits.
32	23	92	5	Southwest	La Plata	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview Interchange.	Grandview Interchange south to CR 220 (MP 15.5)	Interchange Improvements	$ 91.0	$90 ($10 M for ROW and design)	Congested corridor improves travel time and access. Connects to new development and hospital.	Total project cost increased from $90 M.
33	30	94	5	Gunnison Valley	Ouray/ Montrose	US 550: Passing Lanes North of Ridgway	Addition of passing opportunities and mobility improvements to US 550, north of Ridgway. The project includes safety Improvements with the addition of shoulder widening, curve corrections, and the installation of a wildlife underpass.	Ridgway (MP 111) to Colona (MP 117)	Other Mobility Improvements	$ 27.0	$ 27.0	Regionally significant corridor with heavy truck traffic. Passing lanes will improve mobility and wildlife mitigation will address animal-vehicle accidents in an area with one of the highest animal-vehicle accident rates in the state.	Total project cost increased from $15 M.
34	31	85	5	San Luis Valley	Mineral	US 160: Wolf Creek Pass East Mobility Improvements	This is the final project outlined in the US 550 East of Wolf Creek Pass Environmental Assessment (EA). The design includes the addition of passing opportunities, mobility improvements, and safety Improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic backbone installation.	Lake Creek (MP 175) to East of Chain Station (MP 180)	Other Mobility Improvements	$ 45.3	$ 45.3	Regionally significant corridor accessing Wolf Creek Ski Area. Freight corridor. Improves mobility on mountainous roadway pass.	Total project cost increased from $35 M.
35	32	83	5	Southwest	La Plata	US 160 Dry Creek Passing and Mobility Improvements	Addition of passing opportunities and mobility improvements including an intersection relocation at CR 223, and a two lane bypass around Gem village. The project also includes the following safety improvements: shoulder widening, access consolidation, wildlife underpass and fencing, passing lane extension.	SH 172 (MP 93) to West of Gem Village (MP 101)	Other Mobility Improvements	$ 21.5	$ 21.5	Bypass and passing lanes will improve travel times. Connects two major communities in the area.	Updated name from US 160: Durango to Bayfield Passing and Mobility Improvements. Increased total project cost from $20 M. and increased funding request.
36	33	90	5	Southwest	La Plata	US 550 South: Sunnyside	Major reconstruction requiring widening to a four lane roadway, including earthwork, drainage, irrigation, utilities, HMA paving, pedestrian bridge, sound wall, small and large mammal crossings.	MP 8-10	Other Mobility Improvements	$ 26.6	$ 26.6	Widening to 4 lanes will improve safety and travel times on congested corridor with no shoulders. Regionally significant corridor, freight route to New Mexico. Provides access to areas of new development.	US 550: New Mexico State Line North to Durango Passing and Mobility Improvements split into two projects- US 550 South: Sunnyside and US 550 South: Gap.
37	33	91	5	Southwest	La Plata	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	MP 9-12	Other Mobility Improvements	$ 30.0	$ 27.3	Widening to 4 lanes will improve safety and travel times on congested corridor with no shoulders. Regionally significant corridor, freight route to New Mexico. Provides access to areas of new development.	US 550: New Mexico State Line North to Durango Passing and Mobility Improvements split into two projects- US 550 South: Sunnyside and US 550 South: Gap.

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38	**Potential NEW Candidate SB 228 Highway Projects**												
39	46	O6	Statewide	Greater Denver Area	Denver, Douglas	I-25 South Metro/Managed Motorway Demonstration Project	The Colorado Managed Motorways project would build upon the Intelligent Transportation Systems (ITS) applications already present in the I-25 corridor, including ramp metering and traveler information systems, to improve the overall average speed and vehicular throughput in the corridor during peak demand (rush hour).	Ridgegate Pkwy. to University Blvd.	Operational Improvements	$ 7.6	$ 7.6		
40	47	O6	Statewide	Greater Denver Area / Intermountain	Jefferson, Clear Creek, Summit, Eagle	I-70 Mountain Corridor Connected Vehicle (CV) Project	The primary goal of the CV Pilot Program is to maximize safety and mobility on the I-70 mountain corridor through probe data collection, vehicle-to-infrastructure (V2I) communication, and related decision support analysis to enable real-time traffic management and traveler information and safety applications.	C-470 to Vail	Operational Improvements	$ 11.2	$ 11.2		
41	34	3	1	Greater Denver Area	Denver	I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch (including bridges)	Replacement of bridges and interchanges and roadway widening.	Santa Fe to Bronco Arch	Widening/ New Capacity	$ 60.0	$ 60.0		
42	35	10	1	Greater Denver Area	Denver	I-225: I-25 to Yosemite	Complete NEPA and final design for $3 million. Construction involves removing bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Current DTR on-ramp would serve northbound I-25 only with a braided ramp under I-225 to I-25 northbound that will connect to the right side of the I-225 to I-25 southbound lanes. Includes replacement of Ulster bridge.	I-25 to Yosemite	Widening/ New Capacity	$ 60.0	$ 60.0		
43	36	19	2	Pikes Peak Area	El Paso	I-25: Widening S. Academy to Circle/Lake	Widening of roadway to six lanes.	S. Academy Blvd. to Circle/Lake	Widening/ New Capacity	$ 35.0	$ 35.0		
44	37	21	2	Pikes Peak Area	El Paso	US 24 West: 8th Street to 31st St.	Widening of roadway from four to six lanes.	8th St. to 31st St.	Widening/ New Capacity	$ 55.0	$ 55.0		
45	38	22	2	Pikes Peak Area	El Paso	US 24 East: Widening Garrett/Dodge to Stapleton Rd.	Widening of roadway to four lanes from Garett/Dodge Rd. to Stapleton Rd.	Garret/Dodge Rd. (MP 318.3) to Stapleton Rd. (MP 323.6)	Widening/ New Capacity	$ 28.0	$ 28.0		
46	39	53	4	Eastern	Lincoln / Kit Carson	I-70: Seibert-West ASR Replacement	Replacement of Akali-Silica Reactivity (ASR) pavement and associated safety improvements.	MP 402.3 to MP 406.9	Asset Mgmt.	$ 17.5	$ 17.5		
47	40	53	4	Eastern		I-70: Arriba-East and West HMA Failure	Overlay/reconstruction of failing Hot Mix Asphalt (HMA) pavement for 15.1 miles.	MP 380.0 to MP 395.1	Asset Mgmt.	$ 56.5	$ 56.5		
48	41	53	4	Eastern		I-70: Genoa-East and West HMA Replacement	Overlay/reconstruction of failing HMA pavement for 11.3 miles.	MP 368.7 to MP 380	Asset Mgmt.	$ 42.5	$ 42.5		
49	42	53	4	Eastern		I-70: Burlington-West HMA Replacement	Overlay/reconstruction of failing HMA pavement for 8.9 miles.	MP 427.4 to MP 436.3	Asset Mgmt.	$ 33.5	$ 33.5		
50	43	53	4	Eastern		I-70: East Spot Repairs- Flagler East and Cedar Point West	Replacment of distressed concrete pavement for 3 miles (Cedar Point West) and 5 miles (Flagler to Kansas State Line).	Flagler and Cedar Point West	Asset Mgmt.	$ 30.0	$ 30.0		
51	44	54	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 4	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	Ft. Morgan to Brush	Asset Mgmt.	$ 41.5	$ 41.5		
52	45	54	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	Ft. Morgan to Brush	Asset Mgmt.	$ 58.5	$ 58.5		

	SB 228 Project ID	Development Program Project ID	Region	TPR	County	Project	Project Description	Project Limits	Project Type	Total Project Cost ($ M)	Funding Request ($ M)	Reason for Selection	Updates
53	**Original Candidate SB 228 Transit Projects to be Removed**												
54	T17	N/A	Statewide	Southeast	Prowers, Bent, Otero, Las Animas	Position Colorado for Federal Funds by Providing a Match for Southwest Chief TIGER Application	Similar to the successful application by Garden City, KS , CDOT would position itself to be eligible for future TIGER grant opportunities. This is consistent with CDOT's State Freight & Passenger Rail Plan goal to be competitive for federal dollars.	Southwest Chief Amtrak line	Rail	$ 3.0	$ 3.0	High priority for consideration by the State as evidenced through the creation by the State Legislature of the Southwest Chief Commission. Regionally significant for tourism & economic development.	$1 M from TC Contingency was a sufficient commitment, with commitments made by other parties, to win a TIGER VII grant. Project is proceding to contract by June, and construction by first half of 2017.
55	**Original Candidate SB 228 Transit Projects**												
56	T02		Statewide	Statewide	Statewide	Bus Operational Improvements to Highway Projects	Includes transit signal priority treatments, bus stop/pullout, queue jump lanes, and bus-on-shoulder signing/striping.	Specific locations TBD	Operational Improvements	$ 16.1	$ 16.1	Provides significant travel time improvements for minimal investment. "Maximize" budget category. Which strategies used depends upon highway project selection	Total project cost increased from $15 M.
57	T08		Statewide	Statewide	Statewide	Transit Infrastructure Bank	Creation of Transit Infrastructure Bank providing the opportunity for larger scale regional transit projects to move forward with loan-based project delivery option.	Statewide	Other Mobility Improvements	$ 10.0	$ 10.0	Financing mechanism.	
58	T09		Statewide	Statewide	Statewide	Expansion Buses for Interregional, Regional Service	Purchase of buses to allow for the expansion of Bustang potentially to Pueblo, Greeley, or frequency enhancements on base routes. Allows expansion of regional commuter or rural regional service.	Denver to Greeley via SH 85 and Colorado Springs to Pueblo via I-25	Other Mobility Improvements	$ 8.0	$ 8.0	Strategic importance identified in Regional Transit Plans.	Total project cost increased from $7.3 M.
59	T16	T2, T3	1	Greater Denver	Adams	North Metro Rail Line to 162nd Avenue	RTD is completing North Metro DUS to 124th. This project is 124th to 162nd Avenue, and is largely single track, with some double/passing track segments. Stations are initially built for 2-car consists w/ expandability to 4-car.	124th & Claude Ct. to 162nd Ave. and Colorado Blvd.	Rail	$ 263.0	$ 263.0	FasTracks completion is first/top rated passenger rail project in State Rail Plan. Required element for 2nd highest rated project, extending up into the North Front Range Region.	Total project cost increased from $168 M based on RTD estimates.
60	T03		2	Pikes Peak	El Paso	I-25 Monument Interchange Park and Ride	Addition of northbound Park and Ride to I-25 Slip Ramp at Monument Interchange	I-25 and SH 105	Interchange Improvements	$ 4.0	$ 4.0	Travel time improvement of several minutes x 30 or more passengers per bus for each bus serving the Monument park and ride.	Total project cost increased from $3.8 M.
61	T10		2	Pikes Peak	El Paso	I-25: Monument Park and Ride Expansion	Expansion of Park and Ride capacity to include an additional 100-120 spaces. The existing park and ride accommodates approximately 240 cars.	I-25 and SH 105	Transit Facilities	$ 1.3	$ 1.3	Major corridor of state and national significance. High mobility and economic benefits. Component of multi-modal approach to maximize benefit of existing facilities.	Total project cost increased from $1.2 M.
62	T11		2	Pikes Peak	El Paso	I-25: Tejon Park and Ride Expansion and Reconstruction	Expansion of Park and Ride capacity to include up to an additional 100 spaces. The existing park and ride accommodates approximately 100 cars. The project will also improve access/egress for both cars and buses, leverage the site's potential for additional connections with regional and intercity buses, and improve safety and security with lighting and other measures.	I-25 and Tejon St.	Transit Facilities	$ 1.6	$ 1.6	Major corridor of state and national significance. High mobility and economic benefits. Component of multi-modal approach to maximize benefit of existing facilities.	Total project cost increased from $1.5 M.
63	T12	T5	2	Pueblo	Pueblo	I-25 / US 50 Add new Pueblo Park and Ride for Carpools, Vanpools, and for Expansion of Bustang Express Bus	Construction of a 200 space originating Park and Ride on the west side of the I-25 / US 50 interchange at exit 101.	I-25 and US 50	Transit Facilities	$ 2.2	$ 2.2	Major corridor of state and national significance. High mobility and economic benefits. Component of multi-modal approach to maximize benefit of existing facilities.	Total project cost increased from $2 M.
64	T06		3	Intermountain	Pitkin	Grade - Separated Pedestrian Crossing at Buttermilk Ski Base Area, Located at SH 82 / Owl Creek Road	Construction of grade-separated pedestrian crossing to improve mobility and safety for through motorists and transit patrons crossing from the south side of the Buttermilk Ski Area base to the north side SH 82 Bus Rapid Transit (BRT) stop.	SH 82 and Owl Creek Rd.	Other Mobility Improvements	$ 5.4	$ 5.4	Regional, state, and nationally-significant transit infrastructure for Colorado. This is a VelociRFTA BRT stop in both directions. This will serve working commuters and tourists/visitors alike.	Total project cost increased from $5 M.
65	T07		3	Intermountain	Eagle	Grade - Separated Pedestrian Crossing at Town of Basalt	This project will improve speed and safety for through-motorists as well as speed and safety for transit patrons crossing from the southern side of the SH 82 where the park and ride is located to the northern side of SH 82 where the town center is.	SH 82 and Basalt Ave.	Other Mobility Improvements	$ 5.4	$ 5.4	Regional, state, and nationally-significant transit infrastructure for Colorado. This is a VelociRFTA BRT stop in both directions. This will serve working commuters, residents of Basalt, and tourists/visitors alike.	Total project cost increased from $5 M.
66	T01		4	Greater Denver	Boulder	SH 119 Bus Rapid Transit	Bus Rapid Transit (BRT), or a high-quality, high capacity bus-based rapid transit system, along SH 119 between Boulder and Longmont. Components of project include bus pull-out/ queue jump lanes, signal improvements, vehicles, and bus station canopies/shelters.	Boulder to Longmont	Operational Improvements	$ 61.3	$ 61.3	Highly rated project from RTD and NW Corridor Stakeholders. Strong mobility and economic benefits.	Total project cost increased from $57.2 M.

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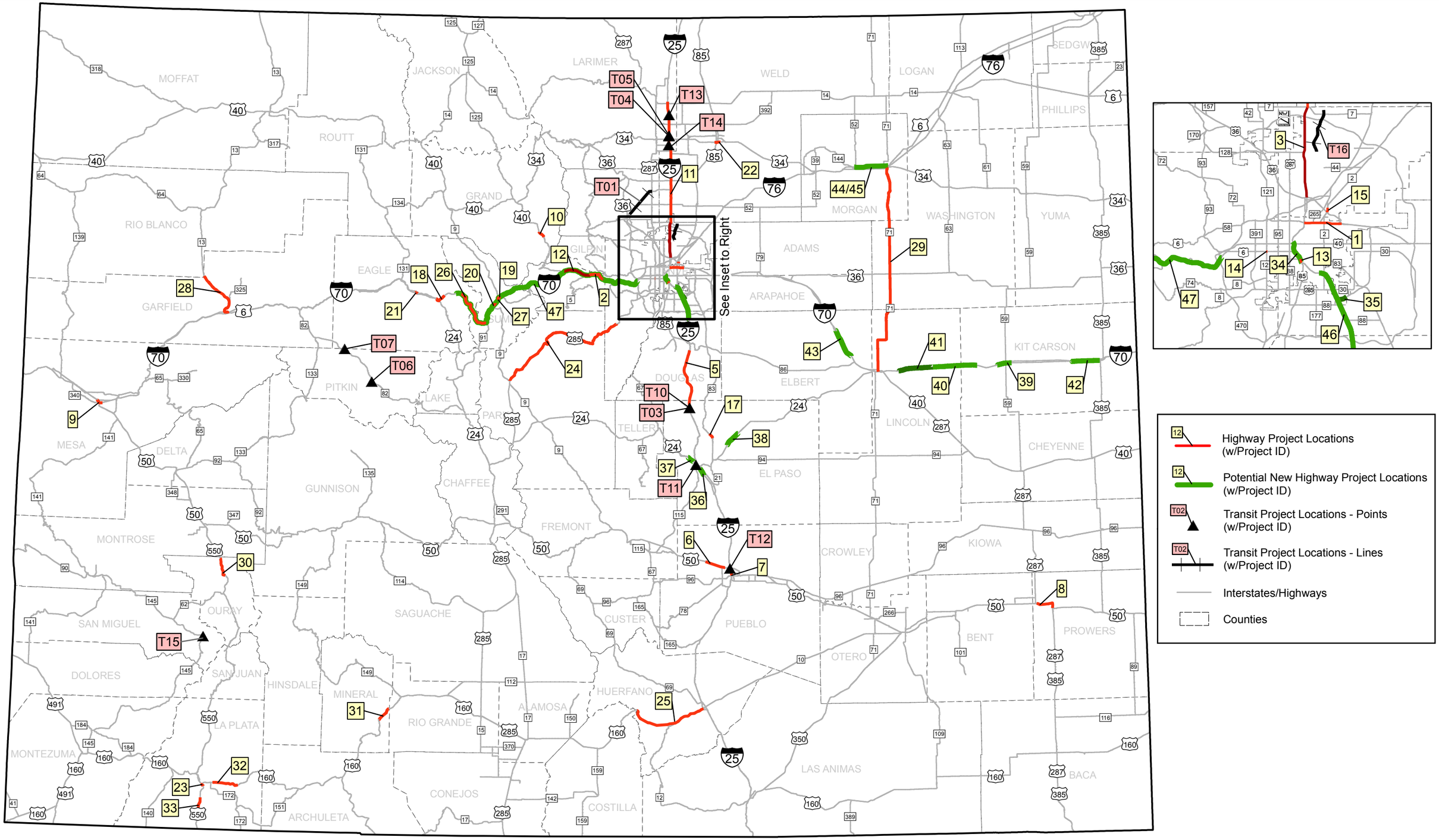
67	T04		4	North Front Range	Larimer	US 34 / I-25 Interchange Reconfiguration: Add Kendall Parkway transit slip ramps	Addition of four total transit-only ramp components.		Interchange Improvements	$ 16.1	$ 16.1	Major corridor of regional/national significance. North I-25 EIS Commitment. Creates room for phased highway improvements. Improves bus operating efficiency and access capacity.	Total project cost increased from $15 M.
68	T05		4	North Front Range	Larimer	US 34 / I-25 Interchange Reconfiguration: Relocate & expand US 34 (Loveland) Park and Ride	Relocation of 200 parking spaces from current location in northwest quadrant of interchange to one-quarter mile north of the interchange, and increase in parking capacity.		Interchange Improvements	$ 3.2	$ 3.2	Major corridor of regional/national significance. North I-25 EIS Commitment. Creates room for phased highway improvements. Improves bus operating efficiency and access capacity.	Total project cost increased from $3 M.
69	T13	T11	4	North Front Range	Larimer	I-25 Expand Harmony/I-25 Park and Ride for Carpooling, Vanpooling, Local Transit Service and Bustang connectivity	Expansion of Park and Ride capacity to include an additional 200 spaces, possibly in two phases of 100 spaces each. The existing park and ride accommodates approximately 100 cars. This location has so much demand that it will be CDOT's first deployment of paid / managed parking.		Transit Facilities	$ 3.2	$ 3.2	Major corridor of state and national significance. High mobility and economic benefits. Component of multi-modal approach to maximize benefit of existing facilities.	Total project cost increased from $3 M.
70	T14	T14	4	North Front Range	Larimer	Expand and Reconstruct SH 402 Park and Ride for Carpooling, Vanpooling, and Bustang Express Bus Service	This existing park and ride has 75 spaces, some on pavement, some informal on gravel. The project would formalize all the parking, expanding and reconstructing to accommodate 200 spaces, and to improve the access/egress movements for autos and for buses.		Transit Facilities	$ 3.2	$ 3.2	Major corridor of state and national significance. High mobility and economic benefits. Component of multi-modal approach to maximize benefit of existing facilities.	Total project cost increased from $3 M.
71	T15		5	Southwest	San Miguel	Replace Gondola Cabins Used in Public Transportation	Replacement of gondola cabins. This gondola reduces both auto traffic on SH 145 as well as reducing the number of buses that would otherwise be needed to mitigate traffic.		Transit Facilities	$ 21.4	$ 21.4	The Telluride-Town of Mountain Village Gondola is a rare example of a gondola system being recognized by the Federal Transit Administration (FTA) as providing public transportation service beyond the more obvious recreation purpose.	Total project cost increased from $20 M.
72	**Potential NEW Candidate SB 228 Transit Projects**												
73	N/A		1-5	Statewide	Statewide	Bustang and Rural Regional Park And Ride Enhancements & Additions	Add partk and rides for Bustang in "outer ring" of Denver Region plus other locations. Improve park and rides with enhanced access	Statewide	Operational Improvements	$ 40.0	$ 40.0	Based on requests received after the opening of Bustang and the release on the original SB 228 List. Under development winter and spring 2016.	



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Candidate Projects for SB 228 Funding

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